



Cowaramup Precinct Plan

2026 - 2036



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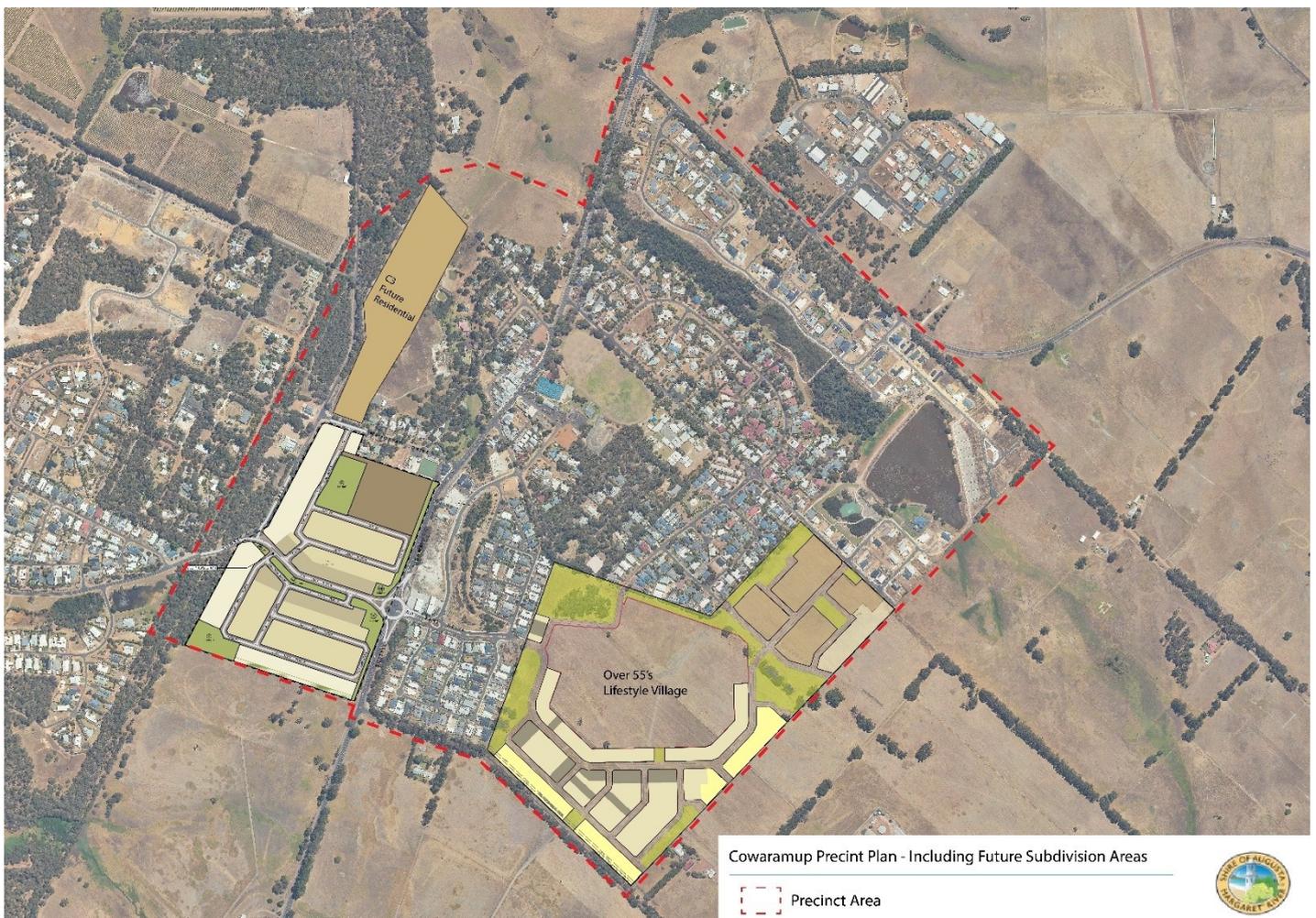
Introduction

The Cowaramup Precinct Plan (the Precinct Plan) utilises previous studies including the Cowaramup Character Study and Cowaramup Integrated Transport Strategy to define the future of Cowaramup's townsite and surrounds from now through to 2036.

The Precinct Plan provides concept plans for improvements to the road network along Bussell Highway and on surrounding streets connecting to Bussell Highway. The Precinct Plan also provides guidance on future development of commercial lots through the Cowaramup Design Guidelines.

The Precinct Plan is intended to provide the Cowaramup community with a clear expectation on the future of the townsite and provide a basis for ongoing liaison with and advocacy to Main Roads WA.

The Precinct Plan sets expectations of project delivery through project priority assessment and ranking. Project priority will inform the Shire's Long Term Financial Plan and Forward Capital Works.



Strategic Alignment

Strategic Community Plan 2025 – 2035 – Together Towards 2035

“One community standing together with nature.”

The Cowaramup Precinct Plan addresses the following focus areas from the SCP.

Focus Areas:

Focus Area 1 – Caring for our natural environment

E2 – New development is concentrated within clearly defined areas to avoid impacts on remaining farmland and ecosystems.

Focus Area 2 – Managing our built environment

B1 – Townsites develop in a manner that retains their unique identity and encourages community connection, safety and vibrancy.

B4 – A well-connected network of paths, cycle trails, roads and transport options allows safe movement through and between townsites.

B6 – Our built environment is functional, sustainable, accessible, safe and sympathetic to the surrounds.

Focus Area 3 – Looking after our growing community

C4 – Farmers and local businesses feel valued and can thrive in a supportive economic and regulatory environment that acknowledges our responsibilities to future generations.

Objectives

- Improve safety for all road users, with a focus on pedestrian and cyclists travelling along and crossing Bussell Highway.
- encourage walking and cycling as the preferred method of transport through the provision of a connected path network and a road network that prioritises walking and cycling.
- Guide future advocacy and consultation with Main Roads WA to facilitate necessary transport network upgrades.
- Support local businesses by maintaining a vibrant, accessible and attractive townsite for locals and tourists.
- Reinforce and maintain the established character of Cowaramup through development guidelines over private property.
- Establish an implementation program affording priority to projects.
- Inform future long term financial planning through appropriate costings of infrastructure.

Guiding Documents

Cowaramup Integrated Transport Strategy

In 2024, The Shire prepared an Integrated Transport Strategy (ITS) following community concerns surrounding traffic congestion, pedestrian access and Bussell Highway crossing points. The ITS modelled current and future traffic and analysed the current pathway network. The ITS concluded that without modification to existing intersections along Bussell Highway, that Cowaramup would experience significant traffic network issues into the future. The ITS recommended that in addition to intersection upgrades, a perimeter road aimed at removing heavy vehicles and passing traffic should be investigated to facilitate ongoing network efficiency. Several gaps were also identified in the path network. The ITS identified focus areas for the future of the transport network.

The ITS proposed an integrated package of 35 prioritised actions, which were grouped into two categories – 20 active transport actions and 15 private vehicle actions.

This Precinct Plan has further analysed the identified priority actions and provides a series of concept plans for several intersections along Bussell Highway within Cowaramup, as well as providing an overarching pathway plan inclusive of planned footpaths through future residential areas. The ITS actions have been consolidated within the project priority table of this Precinct Plan.

Cowaramup Character Study

In 2023 a Character Study was prepared for the Cowaramup townsite, with the intention of identifying the local values, distinct character and identity of Cowaramup.

The Character Study analysed movement patterns, existing and emerging built form and experiential observations. The Cowaramup Character Study defined Cowaramup's character by the below statement:

"Cowaramup, home of the 'Cowara' bird, exudes a quintessential country town feeling, amongst the natural landscape of the South West. Its location gives you the best of both worlds; access to everyday needs whilst amongst the idyllic quiet community and bushland setting. It puts locals first. Community life is distinct on the street, with the town centre a meeting and socialising place for all. This activity attracts tourists, layered with its unique artisans, crafts playful nature, and down-to-earth attitude, embracing of all parts of its history."
– Cowaramup Character Study 2023

The Character Study provided recommendations outlining spatial, interactive and experiential elements that should be embraced and respected into the future. The recommendations of the Character Study have been incorporated into the Precinct Plan.

Local Planning Strategy 2036

The Shire's Local Planning Strategy 2036 (LPS) is responsible for providing planned urban growth locations required to meet expected population growth. The LPS provides several urban growth areas within the vicinity of the Cowaramup townsite. The urban growth areas are estimated to accommodate 550 extra residential lots, equating to approximately an additional 1500 residents.

The LPS identified several urban growth areas to the north, east and west of the townsite. Full development of these areas will continue to drive an increase in traffic requiring the proposed works to ensure the townsite accommodates the additional population.

Cowaramup Village Strategy

Similarly to the LPS, the 2005 Cowaramup Village Strategy was responsible for guiding future growth of the Cowaramup townsite and included the Cowaramup Village Strategy Plan. The strategy has successfully guided growth over the past 21 years with the majority of the plan being realised.

Engagement Approach

Cowaramup Streetscape Working Group

The Cowaramup Precinct Plan has been prepared in collaboration with the Cowaramup Streetscape Working Group (CSWG) through a series of workshops across 2025. The CSWG included members from community groups, including Cowaramup Lions, Cowaramup Retailers Association, Cowaramup Road Safety Group, Parkwater Community Group, Cowaramup Halls, Reserves and Residents Association and a representative from Main Roads WA. The CSWG provided comment on local issues and provided collaborative solutions, particularly relating to traffic movement, pedestrian and bicycle movement and car parking. Cowaramup's future vision was derived from conversations held with the CSWG.

Main Roads WA

Bussell Highway is under the care and control of Main Roads WA. Works proposed on Bussell Highway and any intersection within 20 metres of Bussell Highway requires review and approval from Main Roads WA. Main Roads WA are involved in the CSWG discussions and have provided initial feedback on the proposed concept plans, although prior to any works occurring formal approval will be required.

Main Roads WA role and function is primarily to ensure the efficient movement of vehicles, including trucks, on Bussell Highway. Despite this playing an important role, it often presents challenges for the implementation of pedestrian focussed road upgrades. Ongoing consultation will be required through the implementation of the Precinct Plan to achieve the best possible balance between essential vehicle movement and the movement of pedestrians/ cyclists.

Cowaramup's Vision

Streetscape upgrades are defined by the role of Bussell Highway as a heavy vehicle route and major traffic corridor. Streetscape upgrades are focussed on providing the greatest level of impact, while requiring minimal intervention to Bussell Highway. The following vision has been set to guide the future of the Cowaramup townsite.

"Cowaramup's streetscape has a welcoming village atmosphere. Community and visitors can walk and cycle to access the thriving local businesses, shady social spaces, alfresco dining and essential services provided within the townsite."

The future of Cowaramup is guided by the prepared concept plans and recommendations in this Precinct Plan. Future movement and streetscape upgrades are represented through the prepared concept plans detailed in Appendix 1. The

maintenance of Cowaramup's distinctive built character will be upheld through the Design Guidelines prepared in Appendix 2.

Cowaramup Streetscape Concept Plan

Utilising the ITS recommendations and applying urban design principles, a Streetscape Concept Plan has been prepared for the Cowaramup townsite. The proposed Concept Plan aims to maintain the existing village character, while building additional traffic capacity into the road network, improving pedestrian and bicycle crossing points and providing formalised car parking areas.

Design elements include:

Pedestrian Focussed Streetscape

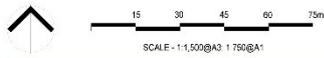
- Relocated school crossing to the north of Hall Road to improve pedestrian movement and reduce conflict.
- Incorporating new pedestrian refuge islands 'bookending' the townsite at Memorial Drive and Waverley Road.
- A central median providing a 'halfway' point for pedestrians crossing Bussell Highway and traffic calming.
- 'In' only vehicle movement into the Hall Road Car Park reducing conflict between pedestrians and vehicles.
- Filling in the missing pathway links providing access from the periphery of the townsite.

Improving Access

- Separated left and right turn lanes at Memorial Drive and Waverley Road.
- Formalising and modifying car parking areas at Hasluck Street, Obrien Street and Pioneer Park.
- Upgrading the Roy Earl Drive intersection to include a new roundabout and east-west connection through a new subdivision to the west of Bussell Highway.

Maintain Cowaramup's Character

- Maintain a consistent streetscape palette through continuation of existing materials, landscaping and furniture.
- Enhance local interaction through shaded public seating areas.
- Facilitate public art reflecting both indigenous and non-indigenous heritage interpretation throughout the Streetscape.
- Maintain consistent and sympathetic built form on private property through the Cowaramup Design Guidelines.



LEIGHTON
PLANNING ARCHITECTURE

COWARAMUP PRECINCT PLAN - CONSOLIDATED

SHIRE OF AUGUSTA-MARGARET RIVER



Peake Street and Waverley Road

The proposed upgrades to Peake Street and Waverley Road will provide improvements to vehicle movement, as well as improvements for pedestrians and bicycle. The concept plan includes separate right and left turn lanes on Waverley Road, a separate right turn lane on Bussell Highway, a pedestrian refuge point within the central median area of Bussell Highway, new footpath sections connecting to existing footpaths on Waverley Road and reduces the crossing distance for a pedestrian or cyclist on Peake Street.

The concept plan will address vehicle queuing during peak hours and increase the opportunity to cross Bussell Highway, Peake Street and Waverley Road for pedestrians and bicycles.

The Peake Street and Waverley Road intersection was identified as a key connection point by the CSWG, with the group recognising the need for modification in the short term. During consultation the CSWG identified the need for additional crossing points along Bussell Highway. The proposed concept plan provides an additional crossing point adjacent to a well utilised pedestrian route connecting the townsite and surrounding residential areas with Cowaramup Primary School and Cowaramup Oval. The pedestrian crossing also provides a 2 metre wide pedestrian refuge point unlike other crossing points within the townsite where space is not available.

Recent residential development on the eastern side of Cowaramup is required to provide a contribution to the upgrade of the Waverley Road intersection. Developer contributions provide opportunity to realise elements of the concept plan, while addressing the expected traffic generated through the increase in

residential lots. This contribution is expected to facilitate implementation of the proposed concept plan in the short term.



Bussell Highway North Crossing

The proposed 'North Crossing' Concept Plan will relocate the existing school/ pedestrian crossing from the south of Hall Road to the north of Hall Road entrance. The proposed crossing point will incorporate a central median providing a potential 'halfway' stopping point for pedestrians.

The existing crossing location will be repurposed into on-street parallel car parking bays. Currently inconsistent sections of footpath (existing and previous vehicle access points) will be updated to the aggregate concrete used throughout the townsite, providing a level on continuity for pedestrians. A small section of footpath from the proposed crossing through to the Hall Road Car Park, Hall and Oval will be slightly realigned to remove a 'dog leg' and provide a more legible path alignment.

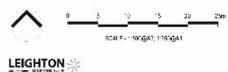
Consultation with the CSWG identified an opportunity for the incorporation of public seating alongside the crossing point. Proposed seating is to be included within paved areas either side of the crossing. The seating can make use of existing landscaping on the east side of Bussell Highway, while incorporating suitable landscaping on the west side. The proposed seating will provide for more formalised social meeting places within the townsite, fostering the towns social role for locals and visitors as identified by the Cowaramup Character Study.

The proposed Concept Plan has been prepared in response to community feedback and identified conflict between pedestrians and vehicles at the Hall Road intersection. Concerns highlighted safety issues with the current crossing location and the proximity of the Hall Road intersection. Particular issues were identified with vehicles queuing to turn right from Hall Road onto Bussell

Highway, with pedestrian sightlines being obstructed by the queued vehicles. The proposed relocation of the crossing point, along with the entry only restriction to Hall Road (discussed in more detail in the Hall Road Concept Plan), will alleviate much of the conflict and allow for a more direct pedestrian connection between the townsite, Cowaramup Hall, Cowaramup Primary School and car park.

The Shire has previously progressed a proposal for a signalised crossing point at this location. Two grant funding applications for the signalised relocation of the crossing have been unsuccessful. During engagement with the CSWG the proposal for a signalised pedestrian crossing point was no longer supported, on account of concerns relating to vehicle queuing along Bussell Highway. The proposed crossing point has removed the signalised component. As a result, the proposed crossing point has removed the signalised component.





COWARAMUP PRECINCT PLAN - NORTH CROSSING

SHIRE OF AUGUSTA-MARGARET RIVER



Hall Road Car Park

Hall Road Car Park provides central parking for the townsite, Cowaramup Hall, Cowaramup Oval, Duggan Pavillion and other recreational facilities. As discussed in the 'North Crossing' Concept Plan, community concerns were raised regarding the entrance to the car park from Bussell Highway.

The proposed Hall Road Concept Plan addresses safety concerns by modifying the Hall Road entrance to a one way (in only) intersection. Vehicles will be able to enter Hall Road and the car park by either turning right (northbound) or left (southbound) off Bussell Highway. The changes will mean that vehicles will not be permitted to enter Bussell Highway from Hall Road. The intersection will also be reduced in width to enable easier pedestrian crossing and reduce traffic speeds entering Hall Road. To facilitate the one way entrance, the Hall Road car park will operate as a one way circular system, with car parking available on both sides of a central landscaped area. Full vehicle movement will remain in place at the southern end of the car park enabling manoeuvring of caravans accessing the dump point and vehicle traffic approaching from the south west along Hall Road.

A footpath along the southern side of Hall Road has also been included to facilitate access from the surrounding residential areas to the car park, townsite, Cowaramup Oval and Cowaramup Primary School.

The Hall Road intersection and car park modifications will provide safer pedestrian movement through the townsite along Bussell Highway and a slight increase in the number of car parking bays available due to the narrowing of the required circulation area.

Implementation will need to be undertaken in conjunction with other components of the overall Streetscape Concept Plan to ensure the modifications to the entry/ exit of the car park maintain accessibility for vehicles. As such the Hall Road car park modifications are to be implemented in the longer term.



Hasluck Street Car Park & Roundabout

The intersection of Hall Road, Hasluck Street and Bottrell Street plays a critical role in the movement of vehicle traffic, connecting the northern and southern section of the townsite. The intersection also provides access to the current area of overflow gravel parking.

The proposed one way modification in the Hall Road Concept Plan will require modifications to the Hall, Hasluck and Bottrell intersection to facilitate efficient vehicle movement. To facilitate the necessary vehicle movement, a small roundabout is proposed through the 'Hasluck' concept plan. The roundabout will improve intersection function controlling access to Hasluck Street, allowing u-turn movements to access Bottrell Street car parking and the Hall Road car park and access to the Hasluck Street car park.

In addition, the Hasluck Street car park is proposed to be formalised. The formalisation of the existing overflow car parking will make a more legible parking location on the periphery of the townsite. The car park will be connected into existing paths linking into the townsite and a new footpath running along Hall Road, enabling people to park and walk into the townsite from this location.



Bottrell/ O'Brien Street

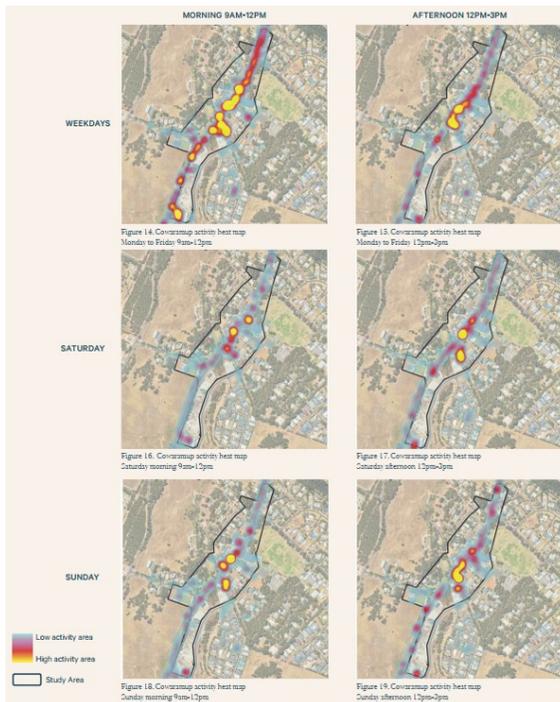
The Bottrell and O'Brien Street intersection provided the most significant design challenges through the development and engagement of the Precinct Plan. The two roads intersecting Bussell Highway form a staggered T-intersection with full movement available for vehicles. The intersection also sees a large volume of pedestrian movement accessing Pioneer Park, the Cowaramup Post Office and businesses on Bottrell Street.

Currently the intersection provides limited formalised crossing opportunities for pedestrians despite generating significant pedestrian activity. The below heatmap prepared through the Cowaramup Character Study demonstrates the concentration of pedestrian activity at the intersection.

The CSWG expressed the desire to introduce a roundabout at the intersection, aimed at improving vehicle access and safety. Due to the necessary movement of heavy vehicles, a roundabout would require significant alteration to the intersection width and would result in the need for additional land area likely impacting existing businesses. The introduction of a roundabout at this location was not seen as feasible while heavy vehicles were required to utilise Bussell Highway through the townsite. Should a Cowaramup Perimeter Road be deemed feasible and be implemented (removing the need for heavy vehicles to utilise Bussell Highway through the townsite), the Bottrell/ O'Brien Street intersection design should be reviewed with an investigation into the size and viability of a roundabout being undertaken.

In the interim, the proposed concept plan seeks to provide additional crossing points at known pedestrian links, including connection between existing footpaths on the north and south of Bottrell Street, and across Bussell Highway to the north of the intersection. The introduction of the additional pedestrian crossing points will aid in pedestrian safety and connection to businesses and local amenities.

Current informal gravel car parking bays along O'Brien Street are well utilised for Pioneer Park and post office users. The informality of the bays has presented several challenges including achieving necessary sightline distances from left turning vehicles and car parking bays being located on a sharp gradient. The proposed concept plan formalises car parking bays along O'Brien Street to address the safety concerns. Unfortunately, the proposed concept plan will reduce available parking, as is often the case when informal bays are brought into compliance. Concern over the car parking alterations were raised



Source: Cowaramup Character Study 2023

by the CSWG, particularly given the bays popularity for post office users. Various options were discussed and analysed in more detail, including the notion of O'Brien Street being modified to a left 'in' turn only. While left 'in' only has merit, it would not deliver significant benefit for the formalisation of car parking. The car parking would still be required to meet minimum sightline distances from the intersection, removing current parking areas and there remains insufficient depth in the road reserve to resolve gradient issues of parking on the north side of O'Brien Street. Formal versus informal parking bays were discussed and ultimately the CSWG agreed that safety concerns needed to be addressed, resulting in the need for the formalisation of the bays.

Additional car parking may be considered in the future along Bottrell Street further from the intersection (between the drive through bottle shop and Hasluck Street), however this would require investigation of servicing locations and relocation of the current footpath. Potential additional car parking is discussed in more detail in the 'Vehicle Parking' section of this Precinct Plan.

The proposed works within the concept plan provide a relatively low intervention solution, while delivering significant benefit to walking and cycling access. Implementation should be considered in the short term.



Memorial Drive

The Memorial Drive intersection currently experiences the greatest level of traffic congestion as identified through the ITS. The intersection provides the main connection point for residents to the west of Bussell Highway and experiences high traffic volumes during both AM and PM peaks. Further residential subdivision to the south of Memorial Drive will generate additional traffic utilising this intersection for north/ south travel. Traffic modelling in the ITS identified that the Memorial Drive intersection currently experienced the longest delay and queue of all intersections modelled. The ITS also identified that the intersection would be the first intersection to deliver a Level of Service (LOS) F, meaning that the intersection would experience extensive delays to travel times.

The ITS and CSWG have recognised the need for modifications to the Memorial Drive intersection. The proposed concept plan seeks to build additional capacity into the intersection by introducing a dedicated left turn lane. The proposed left turn lane will enable vehicles turning left to avoid waiting behind right turning traffic. The introduction of a left turn lane will also require modification to the current car parking area within Pioneer Park. Necessary modifications to the Pioneer Park car park present the opportunity to reconfigure and increase the number of car parking bays.

In addition to modifications to vehicle movement, a new pedestrian crossing and refuge point is being proposed to facilitate connectivity from the west side of Bussell Highway. Existing line marking and road width to the south of the intersection will be sufficient to install a 2m wide pedestrian refuge. The proposed pedestrian crossing point will connect with

an existing section of footpath on the west of Bussell Highway and a new section of path will be introduced connecting to the informal 'goat track' through the Shire reserve. Right hand turning movement from Bussell Highway into Memorial Drive restricts pedestrian movement from Pioneer Park in this location.

The proposed modifications are currently going through detailed design, with construction possible in coming financial years. Furthermore, residential development to the south is required to provide a financial contribution to the intersection upgrades.



LEIGHTON

COWARAMUP PRECINCT PLAN - MEMORIAL

SHIRE OF AUGUSTA-MARGARET RIVER



Miamup Road

The intersection of Miamup Road, Memorial Drive and Sunset Drive facilitates movement of a high number of vehicles, including trucks and pedestrians/ cyclists. The intersection provides the main access point to the Wadandi track from the townsite, access to the Cowaramup Primary School for residents on the western side of Bussell Highway and provides the primary vehicle access route to and from the west of the townsite.

Currently trucks turning right from Memorial Drive onto Miamup Road are required to encroach into the western verge area of Miamup Road. Occasionally, this movement creates potential conflict between pedestrians/ cyclists waiting to cross onto the path on the north eastern side of the Memorial Drive.

An opportunity to improve pedestrian/ cyclist safety and vehicle movement has been identified and is detailed in the proposed Miamup Concept Plan. The Concept Plan proposes to relocate a section of the existing footpath further from the road, which would allow additional road widening for right turning trucks. The Concept Plan also proposes to include a crossing point and pram ramp on the western side of Miamup Road, aligned with the pram ramp on the north east of Memorial Drive.



Roy Earl Drive Roundabout

Previous strategic planning for residential growth on the west side of Bussell Highway included additional entrance points, in a staggered T formation, to Bussell Highway from urban growth areas. As part of recent amendments to strategic planning of the urban growth areas network improvements were identified. The current traffic volumes and the proposed increase over time presenting the staggered T as an undesirable outcome.

To better accommodate future volumes, whilst improving the current transport network, a roundabout has been proposed at the intersection of Bussell Highway, Roy Earl Drive and a new east west connector road (to be constructed through the residential subdivision). The roundabout is predicted to remove approximately 70% of vehicle traffic from Memorial Drive, while also assisting in reducing traffic congestion through the townsite.

Despite the obvious advantages the proposed roundabout must be designed to accommodate large vehicles including trucks, and therefore must be of a considerable size. Minor re-alignment works will be proposed to Bussell Highway to accommodate the size of the roundabout.

A roundabout of this scale is also cost prohibitive for developers and the Shire to fund. Main Roads WA rely on state government budgeting and are yet to receive funding for road improvements to Bussell Highway through Cowaramup. State Government grant funding has recently been sought to provide a significant portion of funding required for the proposed roundabout.

Bussell Highway South of Memorial Drive

Recent development along the frontage of the Bussell Highway has redefined the built character south of Memorial Drive. Recent commercial development including a supermarket, specialty stores and gym will attract more patronage to this section of the townsite. Future residential development on the west side of Bussell Highway will also redefine of the entrance to the townsite.

Currently Bussell Highway' south of Memorial Drive has wide open verges, undisturbed traffic lanes and 60km/h speed limit. The spread of both commercial and residential land uses to the south of Cowaramup have begun to alter the character and Bussell Highway, which may lead to similar issues experienced in the northern part of the town site. To address this, the section of Bussell Highway between Memorial Drive and Roy Earl Drive should be given the same form as the section that runs through the more northern townsite section. Reducing vehicle speed to 40km/h, providing a central median area and providing kerbed shoulders should all be investigated as ways of calming traffic through this section of the townsite.

Opportunity to further investigate traffic calming measures will arise through the detailed design and implementation of the proposed roundabout at Roy Earl Drive.

Footpath network

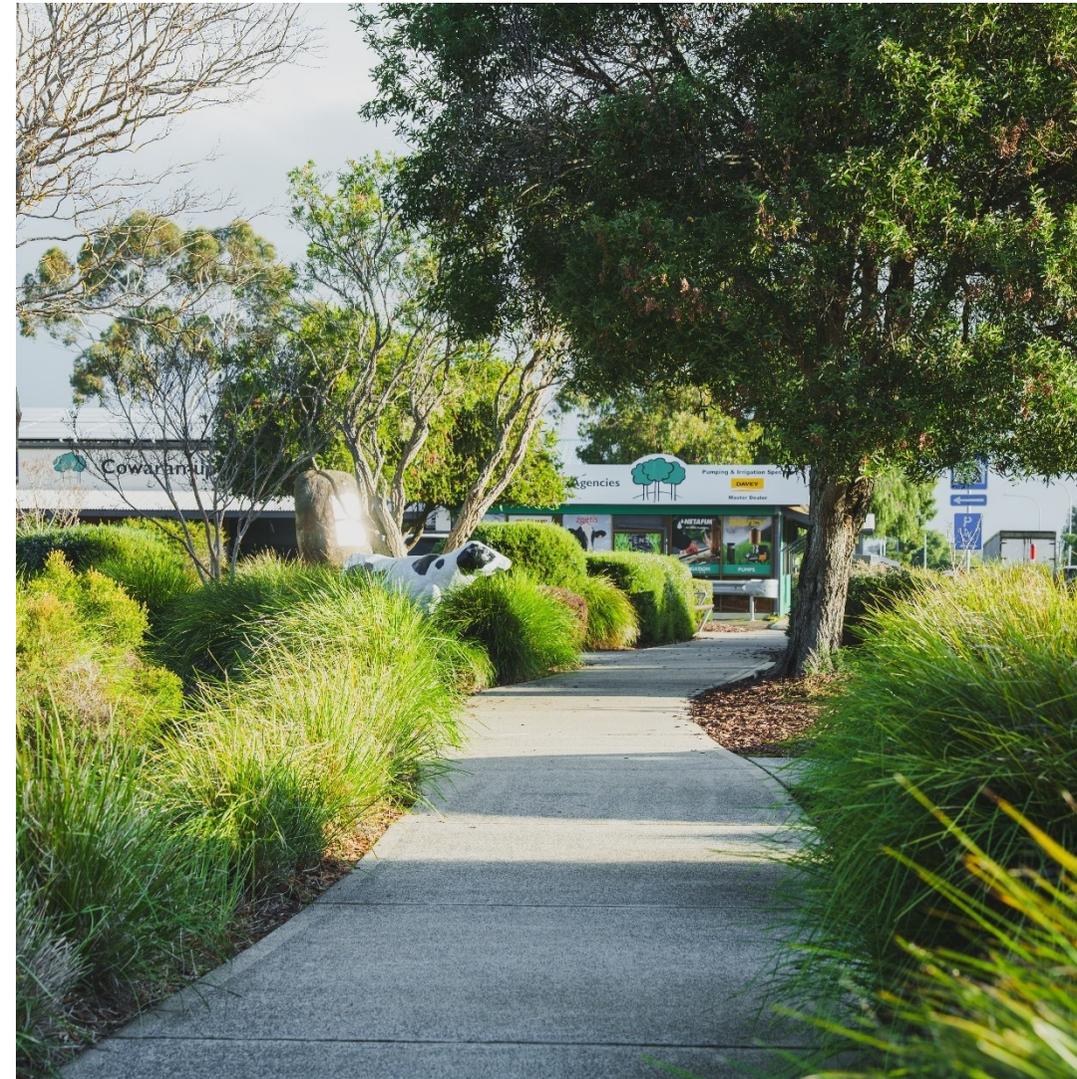
Along with the proposed concept plans, a wholistic footpath network plan has been prepared to identify current and proposed pathway connections and missing links. The footpath network plan incorporates indicative footpath layouts within proposed subdivisional areas, which assist in identifying how new and existing residents will be connected to the townsite. The footpath network plan provides a wholistic view of footpaths recommended by the ITS.

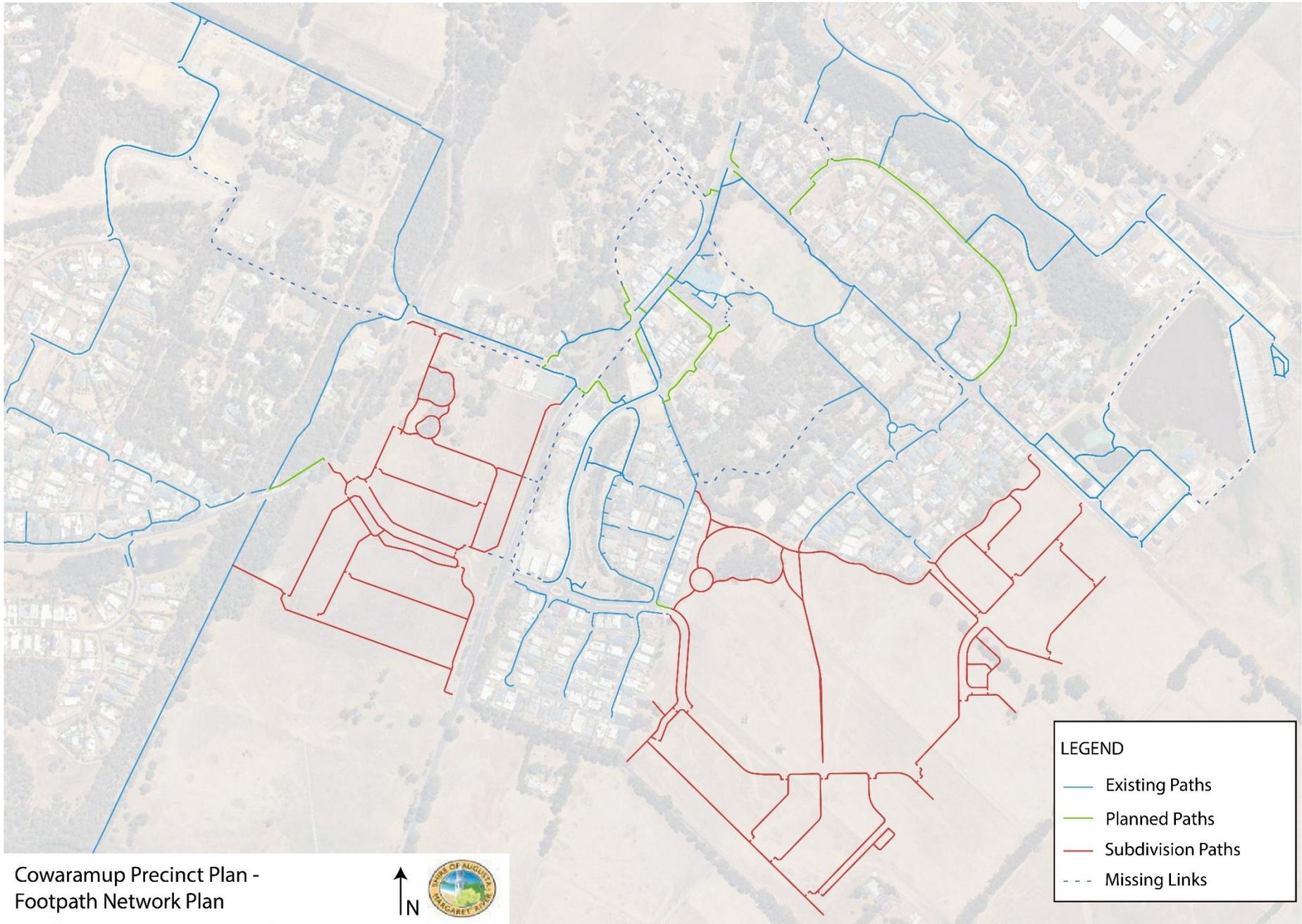
The footpath network plan shows that the majority of additional footpaths will be delivered through either the future residential subdivisions or the proposed concept plans. Footpaths that fall outside of the subdivision areas, or are not captured by a proposed concept plan will be included within the Shire wide Path Plan. The Shire wide Path Plan is currently under preparation. In addition to the identified locations for footpaths, the Precinct Plan has identified the benefit of providing separation between the road kerbline and footpath. The Precinct Plan encourages all new footpaths be provided with separation between the road kerb and footpath to facilitate walking and cycling throughout the townsite.

The CSWG identified several key footpath connections important to the local community, including several crossing points along Bussell Highway, connection from the west of town (Parkwater estate) and connection to the Cowaramup Primary School. The footpath network plan demonstrates that these identified connections are planned to be addressed through either a proposed concept plan or future subdivisions.

Footpaths planned through proposed concept plans will be delivered in accordance with the implementation section of this

Precinct Plan. Missing links identified will be implemented in accordance with the Shire wide Path Plan.





Vehicle Parking

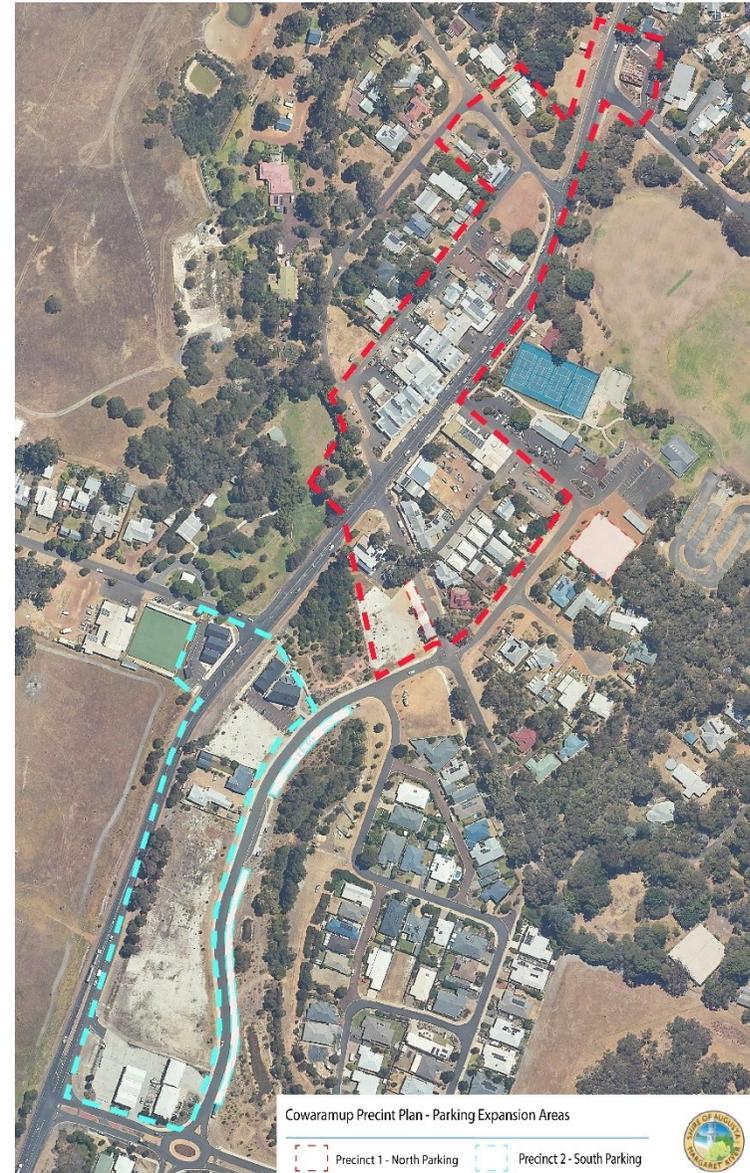
Car parking across the townsite is provided either within public land (on-street or public car parks) or on private land (parking on the same site as a business). Although car parking is provided across different land tenures, the parking user does not alter their behaviour based on tenure. Rather, the use of car parking is linked to personal behaviour, habit and needs.

The location of vehicle parking can influence the walkability of the townsite; too much parking along the main street and streets immediately surrounding the town centre is likely to result in additional vehicle traffic, making walking/ cycling more difficult. On the contrary, if parking is located too far from the services required it is likely to be a deterrent for townsite users. The Precinct Plan seeks to strike a balance between convenient parking within close proximity to the townsite, while increasing walking/ cycling within the townsite.

Typically, car parking for a new development should be accommodated on the site based on the demand required. Where a proposal for new development provides valid justification the Shire may consider the developer paying a cash contribution for car parking to be provided within public land.

Available public land within Cowaramup is typically limited to verge areas of road reserves. In addition to road reserves a currently gravel reserve area to the east of the Hall Road provides opportunity for future car parking to be developed. Public land within the Cowaramup townsite has been reviewed and areas that may be suitable for additional public car parking are shown in the Parking Expansion Areas Plan below. New developments may pay a cash in lieu contribution to the supply of car parking bays within

the identified areas. The cash in lieu contribution will be assessed on a case by case basis.



In addition to the new parking within public land, the Precinct Plan supports the development of electric vehicle charging stations within Shire car parking areas. The Shire currently does not provide electric vehicle charging stations and relies on private parties. Electric vehicle parking is also encouraged to be provided within private developments, although no mandatory requirement exists.

Engagement with the CSWG highlighted the use of the townsite by caravans/ RV's and identified the need for RV parking. Currently there is no specific signposted RV parking within the townsite, although anecdotally the gravel reserve to the east of Hall Road car park is informally used. The gravel area provides convenient access to the townsite, is within close proximity to the caravan/RV dump point and provides sufficient space for manoeuvring.

Discussions with the CSWG initially expressed a desire to formalise the RV parking in this location. However once designs were prepared the formalisation would result in a loss of capacity for caravans and regular vehicles. The CSWG agreed that the gravel reserve area would best serve tourists and locals to remain informal, although wayfinding signage for caravans/ RV's should be included directing traffic to this area. Should the gravel reserve grow in usage it's formalisation may be required, at which point a concept design should be prepared accommodating caravans and regular vehicles.



Streetscape

The Cowaramup streetscape provides a high level of amenity and is in good condition. Future streetscape works shall be reflective of the current streetscape palette as detailed below.

Materiality:



Holcim 'Ivory Coast'



landscaping:



Cowaramup Perimeter Road

Currently Bussell Highway provides the main north/south connection between Busselton and Margaret River, including for trucks and large volumes of visitor and local traffic. The use of Bussell Highway by trucks provides significant complexity when planning and implementing streetscape upgrades, due to the design requirements necessary to facilitate truck movement through the townsite.

In the past, Cowaramup may have benefited from 'passing traffic' to support local business, however today the town is a destination for tourists and supports a local population. Passing traffic has risen to the point where it may be considered a hinderance to the townsites business trade, particularly with an increase in truck traffic.

The Shire's 2024 ITS identified traffic concerns for the future of Cowaramup, that would require modification to the transport network for ongoing efficiency. The ITS identified the need to investigate the feasibility of a Perimeter Road.

The purpose of the perimeter road is to provide an alternative route for trucks, long vehicles and passing traffic to bypass the Cowaramup Village Centre, reducing overall traffic through Cowaramup.

To facilitate beneficial streetscape upgrades in the long term, the Shire, CSWG and Main Roads WA have agreed to investigate the viability of a Perimeter Road around Cowaramup. Main Roads WA have instructed the Shire to undertake community consultation, gauging a level of community support for a perimeter road. Cowaramup's long term vision and streetscape is somewhat

dependent on the results of the perimeter road consultation and feasibility study.

The design and construction of a future perimeter road is the responsibility of Main Roads WA. Pending community support and the outcome of Main Roads WA feasibility studies, implementation of a perimeter road may take 10 -12 years.

Whether a perimeter road is feasible is yet to be determined by Main Roads WA and as such this precinct plan will require review following the feasibility study, likely in three (3) years time. A long term vision has been prepared below to provide justification for the benefit of exploring a perimeter road.

"Cowaramup is a vibrant townsite that has retained its village-like charm. Residents and visitors can walk and cycle with ease to visit local businesses and access essential services. The town is welcoming and inviting, with built form that encourages social gathering and a strong connection to its natural surrounds."

Built form

Cowaramup exhibits traditional built form, typical of a south west country town established in the early 20th century. Much of the original built fabric remains within the town centre through public buildings (Cowaramup Hall), traditional gable shopfronts and St Mary's Anglican Church (located in Pioneer Park).

As Cowaramup's built footprint grows, two distinct development patterns have emerged.

The original town centre area (north of Pioneer Park) is defined by traditional narrow commercial shopfronts, with a fine grain, engaging street presence. Small setbacks, the use of clear glazing and defined entrance ways further enhance the interaction with the street.

The towns commercial expansion area (south of Pioneer Park) is defined by larger lots, with building forms evocative of rural buildings and sheds. Development maintains continuity through materiality and draw on the rural feel of the original town centre. The larger lots allow for buildings to be separated with larger setbacks, often filled with landscaping.

To continue to foster, enhance and accommodate the two development styles the current Cowaramup Design Guidelines (written in 2008) have been reviewed and updated to guide development into the future. Revised Cowaramup Design Guidelines are located in Appendix 2 of this Precinct Plan.



Priority and Funding

The Precinct Plan proposes a wide range of upgrades, to infrastructure throughout the Cowaramup townsite. The upgrades are estimated to cost in excess of \$15 million and require staging over multiple years to enable delivery. To facilitate project delivery the upgrades have been ranked and afforded priority for the purpose of long term financial planning.

The full extent of the Precinct Plan is beyond the scope of delivery within the bounds of the Shire's annual budgets and is reliant upon external funding sources. Opportunities through state and federal grant applications and through developer contributions exist to leverage additional funding for certain projects, however the viability and timing of projects will likely be dependent upon supply of external funding.

Project costings will be reviewed as part of incorporation into the Long Term Financial and Forward Capital Works Plan. Projects may also be subject to business case development and progressive cost estimate updates.

The following prioritisation criteria and assessment were devised and have been used to inform the priority afforded to each infrastructure proposal listed in Table 2 below.

Prioritisation Criteria

Safety Improvements

The extent to which the project will address existing safety issues, e.g. high crash risk, poor sightlines, unsafe pedestrian crossings and improved conditions for all users, Projects eliminating conflict points or protecting vulnerable road users were scored highly.

Capacity & Network Performance

The impact on traffic flow and intersection Level of Service, especially under future growth. Intersections forecast to fail or already congested are given priority for upgrades to avoid network disruptions. It is also considered how each project fits into the broader network efficiency.

Community Benefit/ sentiment.

Benefits to the local community include improved pedestrian connectivity, access to amenities, and support for local businesses and tourism. Projects that fill critical gaps in the path network or enhance the town centre experience for residents/visitors are scored higher.

Cost Estimate

The magnitude of cost and the cost-benefit value. The availability of funding has also been factored. Lower-cost projects that deliver significant benefit, or projects likely to attract external funding, are scored higher.

Construction Complexity/ Risk

Potential difficulties in delivery or assumed risks due to missing information i.e. requirement for service relocations, significant earthworks or major traffic management during construction. Projects with minimal constraints or that can be delivered largely within roads reserves are scored higher.

Scoring and Ranking

Each project was scored on a 1-5 scale for each criterion and summed to a total score. This quantitative approach was complemented by discussion with the CSWG to ensure local

context is considered. The resulting ranking was categorised into short, medium or long priority bands.

- “Short” corresponds to works in the next 1-3 years
- “Medium” corresponds to works required in the next 4-7 years
- “Long” corresponds to works required in the next 7-10 years.



Priority Assessment

| Project | | Safety Improvements | Capacity Network Performance | & Community Benefit/Sentiment | Construction Complexity/Risk | Cost Estimate | Total |
|----------------------------------|--------------|---------------------|------------------------------|-------------------------------|------------------------------|---------------|-------|
| Waverley Peake Street | Road/ | 4 | 5 | 4 | 4 | 4 | 21 |
| Hall Road | | 4 | 2 | 3 | 4 | 3 | 16 |
| Hasluck Roundabout | Street | 3 | 3 | 3 | 4 | 3 | 16 |
| Hasluck Roundabout & Car Park | Street & Car | 3 | 3 | 2 | 5 | 5 | 18 |
| Bottrell & Street | O'brien | 3 | 3 | 4 | 3 | 4 | 17 |
| Memorial Drive | | 4 | 5 | 4 | 4 | 4 | 21 |
| Miamup Road | | 3 | 3 | 3 | 4 | 4 | 17 |
| Roy Earl Roundabout | Drive | 4 | 4 | 4 | 2 | 2 | 16 |
| Bussell Highway - North Crossing | | 3 | 2 | 5 | 3 | 3 | 17 |

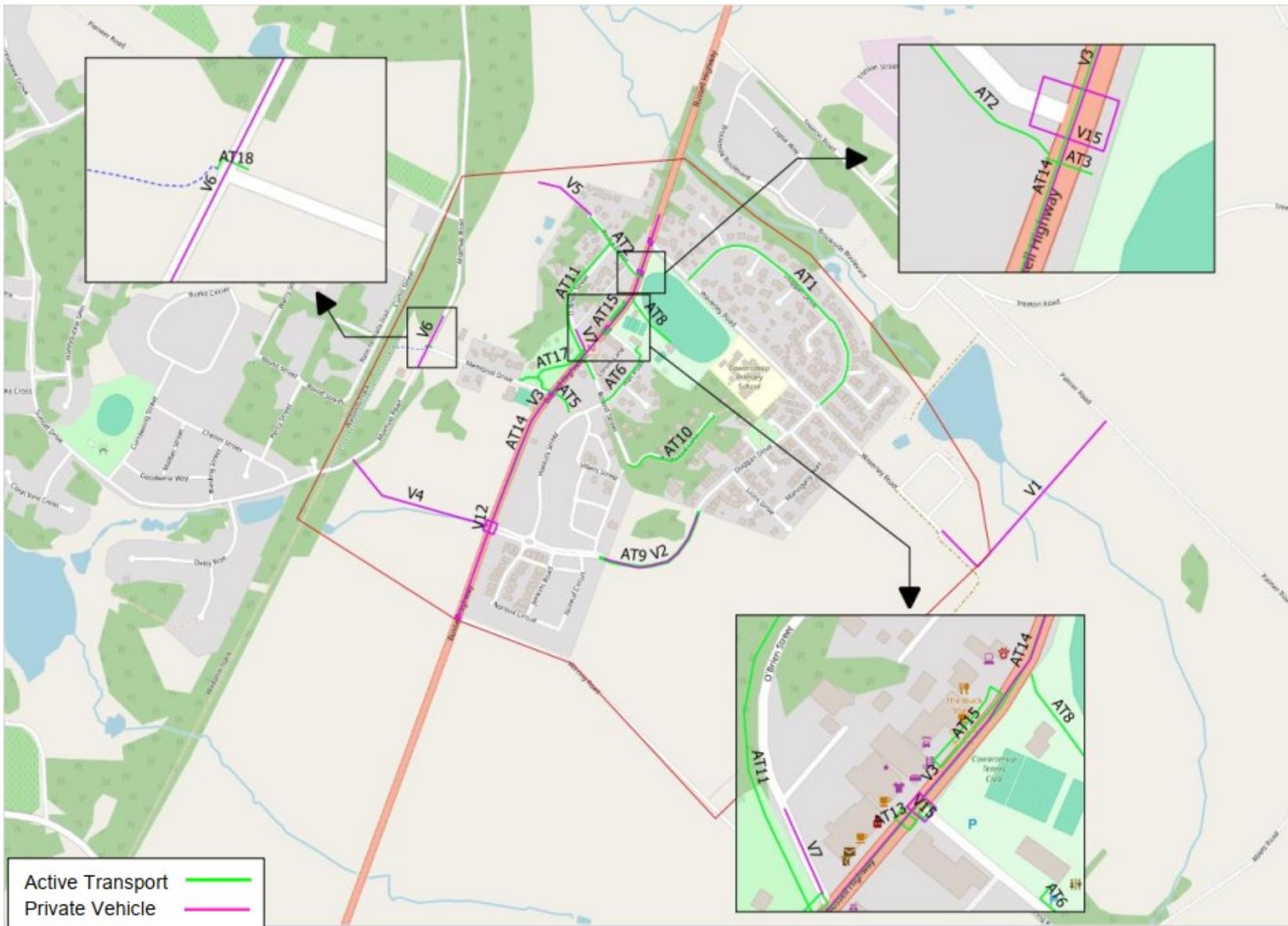
Project Priority & Delivery

The Precinct Plan includes a series of Concept Plans which incorporate ITS actions within their design. The incorporated ITS actions have been included in the table below against the relevant Concept Plan, with timeframes associated with each ITS action. ITS actions that are not included within a specific Concept Plan are included in the below table as individual line items and carry forward the timeframe associated with them from the 2024 ITS.

| Project | Priority | ITS Actions | Priority | Comment |
|---|---------------|-------------|----------|--|
| ITS Actions Within a Proposed Concept Plan | | | | |
| Waverley Road/ Peake Street | Short | AT3 | Short | Developer contributions available providing implementation reality in the short term. |
| | | AT14 | Short | |
| | | V9 | Short | |
| | | V13 | Short | |
| | | V15 | Medium | |
| Hall Road | Long | AT12 | Long | Works are required to be undertaken in conjunction with Hasluck Street Roundabout, adding funding needs. |
| | | V15 | Long | |
| Bussell Highway – North Crossing | Short | AT13 | Short | Significant financial capital is required to complete this project and grant funding applications have been unsuccessful to date. The Shire is not positioned to provide the required capital investment in the short term without external funding sources. Discussions will continue with Main Roads WA. |
| | | AT14 | Short | |
| | | AT15 | Short | |
| | | V9 | Short | |
| Hasluck Street Roundabout | Long | AT6 | Long | Works are required to be undertaken in conjunction with Hall Road, adding funding needs. |
| Hasluck Street Car Park | Short | N/A | N/A | Previously collected cash in lieu of car parking provides sufficient funding for the implementation. |
| Bottrell & O'brien Street | Medium | AT7 | Medium | Crossing points located on Bussell Highway demonstrate additional complexity. Given the other works proposed in the short term, availability of funding and liaison with Main Roads WA required, the project is expected in the medium term. |
| | | AT11 | Medium | |
| | | AT14 | Medium | |
| | | AT16 | Medium | |
| | | V7 | Medium | |

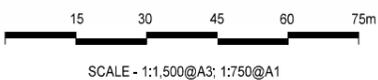
| | | | | |
|---|--------------------|--|-------------|--|
| Memorial Drive | Short | AT4 | Short | Detailed design occurring 25/26 Financial Year. Developer contributions available in the short term. |
| | | AT5 | Short | |
| | | AT14 | Short | |
| | | V11 | Short | |
| Miamup Road | Short | AT18 | Short | Prioritise the installation of a pedestrian crossing. |
| | | V6 | Short | |
| Roy Earl Drive Roundabout | Medium/Long | V12 | Medium/Long | Implementation carries an unfeasible financial requirement without external funding opportunities. The project is listed as a medium term project due to the network improvements it would deliver, however pending external funding the implementation timeframe may require review. |
| Footpath Network Plan | Various | AT1 | Complete | Paths identified through the Footpath Network Plan will be implemented in accordance with the Shire's Path Plan (2026 – under development). The proposed path through Lot 102 Bussell Highway will be negotiated with the private development through the subdivision implementation. |
| | | AT2 | Long | |
| | | AT8 | Medium | |
| | | AT9 | Long | |
| | | AT10 | Medium | |
| | | Northern frontage of Sunset Drive through Lot 102 Bussell Highway | Medium | |
| Other ITS Actions outside of the Precinct Plan | | | | |
| Provide a wider path (2.5m) through Pioneer Park. | | AT17 | Short | Detailed Design occurring in 25/26 financial year. |
| Provide additional bike racks – Bussell Highway, Bottrell Street, Hall Road, Cowaramup Oval. | | AT19 | Short | Bicycle racks will be considered through the detailed design of each proposed concept plan. |

| | | | |
|---|-------------|-------------------|--|
| Improve path users safety through: <ul style="list-style-type: none"> • Speed limit reduction; • Street trees; • Narrower carriageways; and • Median – traffic islands at intersections. | AT20 | Short | Several of these actions were implemented through recent works to Bussell Highway by Main Roads WA. Similar works will be requested south of Memorial Drive through the development and implementation of the Roy Earl Drive Roundabout. |
| Provide a local road connections between Waverley Road and Palmer Road. | V1 | Medium | Investigation to be undertaken in accordance with projected traffic needs. |
| Provide a local road connection between Roy Earl Drive and Duggan Drive. | V2 | Medium | Proposed through the approved Structure Plan for Lot 500 Wurring Road. Road connection will be implemented as part of the subdivision. |
| Extend the 40km/h speed limit on Bussell Highway between Waverley Road and Wurring Road. | V3 | Short – Long Term | Previous requests have been unsuccessful with Main Roads WA. As development continues south of Memorial Drive, the speed reduction can be reviewed. |
| Provide a local road connection between Roy Earl Drive and Miamup Road. | V4 | Short | Proposed through the approved Structure Plan for Lot 102 Bussell Highway. Road connection will be implemented as part of the subdivision. |
| Provide a local road connection between Peake Street and proposed C3 development area. | V5 | Short | Only required at the time of a proposal for development within C3 development area. Development is not yet proposed for this area. |
| Provide one public EV charging station | V8 | Medium/ Long | See 'Vehicle Parking' section of this Precinct Plan. |
| Investigate feasibility study of a perimeter road. | V10 | Long | See 'Perimeter Road' section of this Precinct Plan. |
| Upgrade Bussell Highway/ New Road and Bussell Highway/ Roy Earl Drive. | V12 | Short | Roundabout proposed at this intersection. Discussion within the Roy Earl Drive section of the Precinct Plan. |
| Upgrade Bussell Highway/ Wurring Road | V14 | Medium | Investigation to be undertaken in accordance with projected traffic needs. |



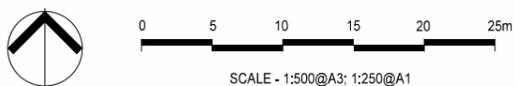
ITS Actions Map

Appendix 1 – Streetscape Concept Plan



COWARAMUP PRECINCT PLAN - CONSOLIDATED





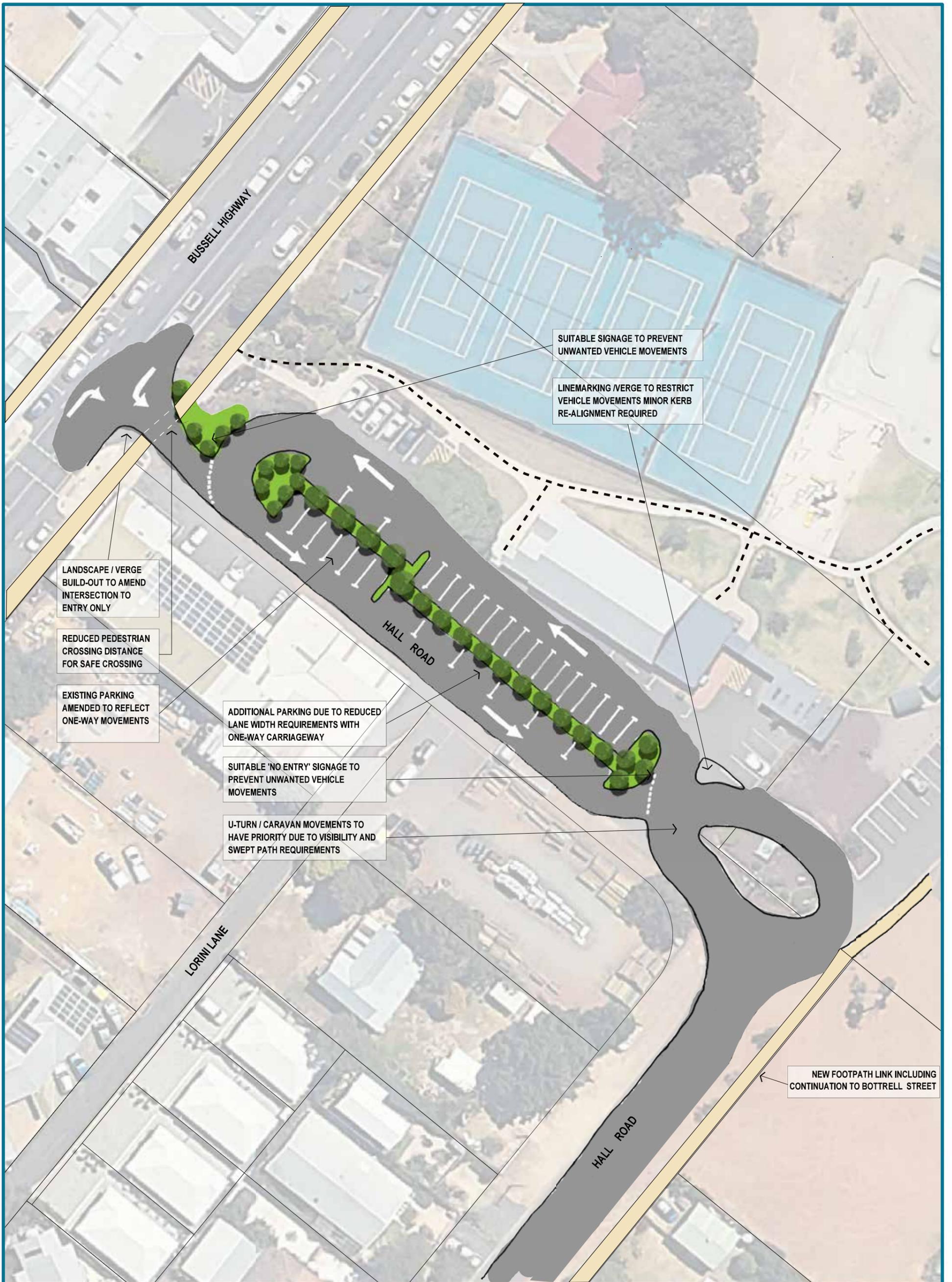
COWARAMUP PRECINCT PLAN - WAVERLEY / PEAKE





COWARAMUP PRECINCT PLAN - NORTH CROSSING





SCALE - 1:500@A3; 1:250@A1

COWARAMUP PRECINCT PLAN - HALL





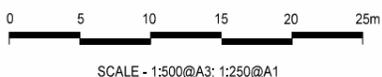
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COWARAMUP PRECINCT PLAN - HASLUCK



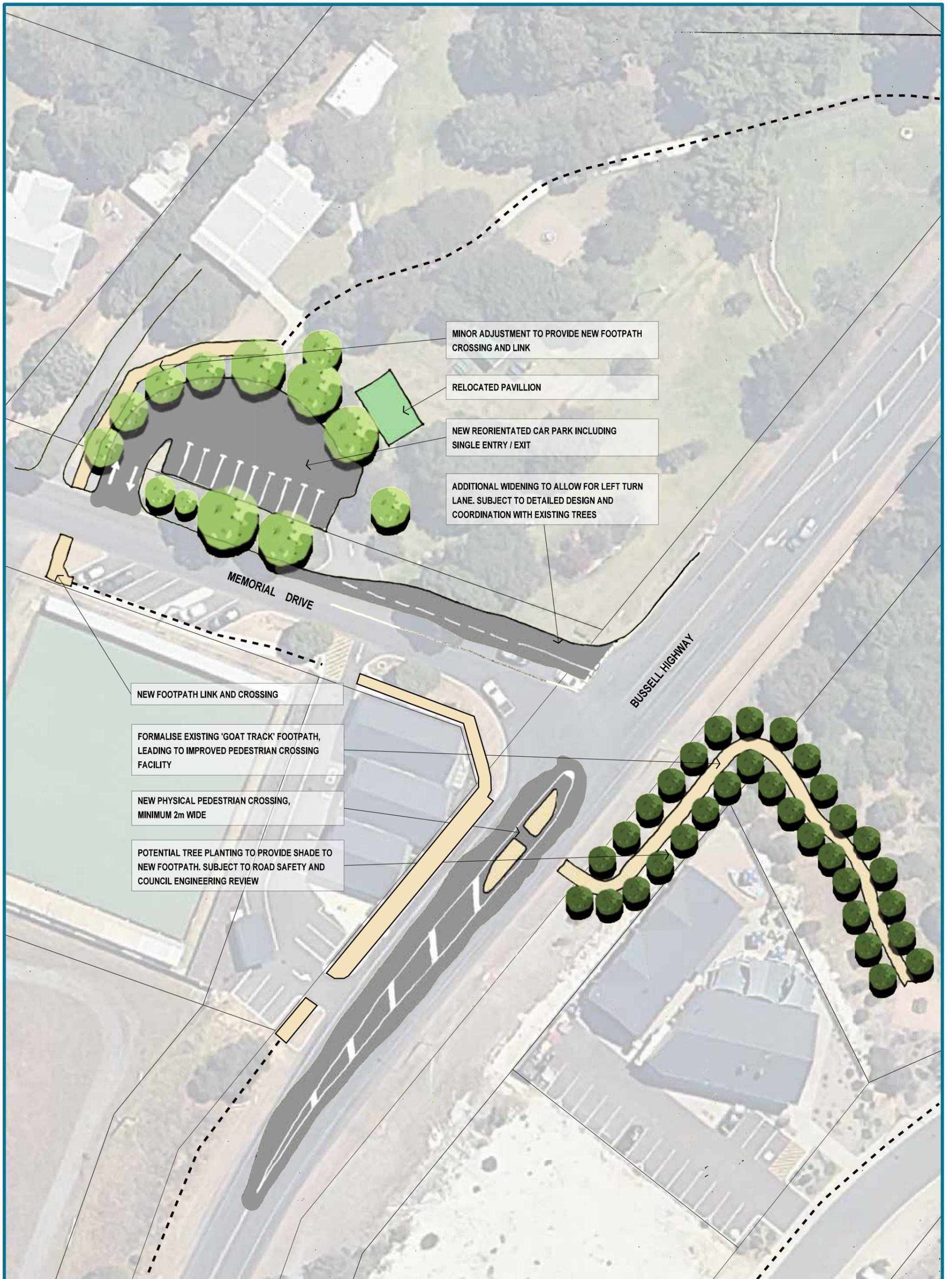


NOTE: THE PROPOSAL WILL RESULT IN A LOSS OF 4 FORMAL PARKING BAYS, AND SOME INFORMAL GRAVEL BAYS



COWARAMUP PRECINCT PLAN - BOTTRELL / O'BRIEN





COWARAMUP PRECINCT PLAN - MEMORIAL



Appendix 2 – Cowaramup Design Guidelines

Appendix 3 – Cowaramup Character Study